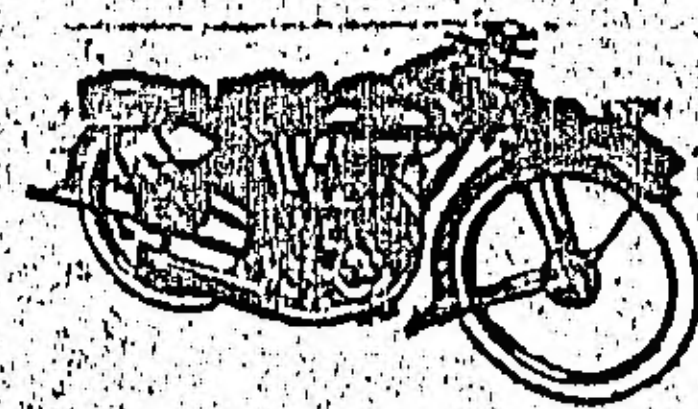


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The Hongkong Telegraph



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THE STRIKE OUTLOOK.

SOME FURTHER DEFECTIONS.

Kowloon Buses Stop.

The general trend of the strike movement over the week-end has been towards an extension of the defection among the Colony's workers, and there are many obvious indications that the further spread of the movement is inevitable. Among those who have joined the strike movement since we last published have been numbers of men at the Royal Naval Yard; the drivers and conductors of the various motor buses in Kowloon; a few more of the Department workers and others.

Kowloon Buses Affected.

The majority of the Kowloon bus drivers and conductors failed to report for duty as usual this morning and during the business hours of the day only a limited number of buses were put on the run between Mongkok and the Star Ferry. These were being driven in the case of the Kowloon Motor Bus Company by the Indian drivers of the company. With the other companies the older and more faithful employees returned to their employment and manned some of the vehicles. Traffic Sergeant Hallam rendered assistance by driving one of the buses.

It is hoped that a number of Indian drivers will be engaged during the day and additional buses will be put on the run. Tomorrow a number of European drivers will probably be engaged and as far as is possible the Kowloon Motor Bus Company will maintain their usual service. There are a number of the old drivers at work but the difficulty is that conductors are not available.

There are also one or two instances reported in which the motor lorry drivers of individual firms have left. Through the efforts of representatives of the Kowloon Residents' Association, arrangements have been made to augment the modified service with a special "big bus" service for the convenience of foreign residents. The three big buses owned by the Companies, will, we understand, be commandeered and, together with three other buses from the Hongkong Hotel, operate from the Star Ferry wharf Argyle Street (Mongkok) and to Kowloon Docks. The Government is taking necessary steps to put this arrangement into effect.

Farm Workers Needed.

A visit to the offices of the Labour Controller this morning resulted in the information that there is plenty of labour available for most services. There is, however, an urgent call for the enrolment of all who know anything about cattle or milking, in case the Dairy Farm Company's men come out. This is a highly essential need and volunteers would be welcomed. There are plenty of volunteers for motor car driving but the names of those able and willing to drive lorries are wanted.

The Food Supply.

As regards the food supply, visit to the Central Market at 11.30 this morning revealed but two meat stalls doing business with decidedly limited stocks. Fruit and vegetable vendors had little to offer and there was practically nothing in the poultry section. But this is not to mean that there is any real shortage of food. There is no shortage but the supplies at the markets have been somewhat disorganised mainly on account of the street sales now going on. Fish, pork and vegetables are being sold in the streets almost everywhere and there is no actual shortage. The price of rice still keeps down and this is the biggest factor in the food situation.

Sanitary Department.

So far as the essential duty of looking after the sanitary needs of the Colony are concerned, we are informed that the collection of house refuse in Hongkong has been well performed over the week-end by specially-engaged labour. Lorries are being used and in some cases these are driven by European drivers. The scavenger

THE INTIMIDATORS.

CASES IN COURT.

Two Chinese appeared before Mr. S. B. B. McElderry, at the Central Magistracy this morning, on a charge of intimidating a tram passenger.

Mr. A. Millar, of Messrs. Leigh and Orange, architects, who was responsible for the arrest of the men, stated in evidence that he noticed the men standing on the pavement of Messrs. Jardina, Matheson's building and they were still there when he passed them again at 2.15 p.m. They were then speaking to a man who had just got out of a tram, and as witness could understand Cantonese, he made a pretence of examining his trousers legs and shoes whilst within ear-shot of the group. The first of the defendants was threatening to injure the tram passenger as he again used the tram and the second joined in with the hint: "You know us, too. Beware then! Thereupon witness had the men arrested.

Defendants, in pleading not guilty to the charge, said they were there to meet a man who had promised to give them employment in an American hotel run by Chinese. The case was remanded, the Magistrate instructing Sergeant Murphy to make further enquiries.

Youth Sentenced.

The case in which a Chinese youth was charged with intimidating a boy at the Soldiers' Club in an attempt to force him out of his employment, was concluded before Mr. S. B. B. McElderry on Saturday, when the defendant was sentenced to one month's hard labour and twelve strokes with the birch. It was stated that the defendant, who was only 17 years of age, assaulted the boy after failing to induce him to "come to reason." He was then arrested by the boy, who, we are informed by the authorities, will now receive a reward of \$250 for his share in securing the apprehension and conviction of an intimidator.

Arrested on the Peak.

Yesterday morning two Chinese were found wandering on the Peak by the police and were taken into custody, as it is believed that they came over from Yumati to intimidate Peak employees. Enquiries are being made by the police. The day previous to this, two other men were also discovered on the Peak, but in the course of enquiries it was discovered that they were soldiers from Canton and were strangers to the place.

A report has been made to the Police by Mr. Evan Jones, Captain of the s.s. Philoctetes, to the effect that his cabin boy, named Leung Kai, absconded at 8.30 a.m. yesterday with \$250 in American money and \$300 Hongkong currency. The Police are also being kept busy with the search for the missing boy.

gung of the City has also been accomplished and there is no difficulty anticipated in keeping things going. Special dumps have been started at the east and west points of the City and the burning of house refuse with kerosene has been started. The whole of the Department's coolies on the Hongkong side have left, with the exception of two. On the Kowloon side, however, only about 22 per cent. of the Department's personnel have gone out as yet and matters are almost as usual. Manholes have been opened for the reception of nightsoil.

Despite the assurance given by the President of the Mechanics' Guild, in his recent manifesto to the effect that the members will not join in the strike, a good number have ceased work. It is learned, to-day that most of the Naval Dockyard workers have downed tools, whilst other establishments are similarly affected though not to such an extent as seriously to interfere with the work. As previously reported, Bailey's Yard at Hok On has lost its mechanical staff.

Chinese Barbers Cease.

After a spasmodic attempt to carry on business within closed doors, the Chinese barbers' shops again closed entirely this morning, diverting their large clientele to Japanese and Filipino shops, which are reporting prosperous times.

DESTRUCTION OF TREES.

SIXTEEN DEFENDANTS FINED.

Of 18 men and women arrested by the police, and charged before Mr. S. B. B. McElderry at the Central Magistracy this morning, for cutting down trees wholesale on the hillside above the University, 16 were fined \$10 each, or two weeks' hard labour, another (who is a small boy) was fined \$5, or one week, while the other defendant forfeited her bail on non-appearance in the Court. The Magistrate observed that the bail was insufficient, in view of the epidemic of tree-cutting which is prevalent as a result of the high prices of firewood.

THE INTIMIDATION EXCUSE.

IS IT A REAL FACTOR?

Strike Causes Analysed.

What is the true explanation of the Hongkong strike—a strike in which the workers have not the least shadow of grievance either against their employers or the authorities? On the face of it, this withholding of labour appears to be in the nature of a "sympathetic strike" to demonstrate to the Chinese of Shanghai the moral support of their brethren in the South. But can the "blood is thicker than water" dictum be applied in this instance? Seemingly not, for the simple reason that in language, outlook on life and clannishness the Chinese of the North and South are almost as wide apart as the Latin and Teutonic races. Both are of the yellow race, admittedly, but there the point of contact begins and ends. Let it be recalled that in the big seamen's strike of 1922, frantic efforts were made to align North and South in a solid front. But Shanghai remained aloof. And in that case there was at any rate some community of interest from the fact that the strike was essentially one to improve the wages and service conditions of Chinese seamen, whether they were Northerners or Southerners. No such factor operates in the present strike.

Most of Hongkong's present strikers have been at pains, before going out to explain to their employers that they do not desire to strike. Their explanation, almost invariably, has been "fear"—that is, fear of the consequences which might result if they remained on duty. In other words, professional intimidators have been busy, both by word of mouth and through the medium of the printed pamphlet, uttering all manner of dire threats to those who remain in the service of foreign employers. And the Chinese intimidator puts thoroughly in the shade the "Black Hand" in picturing the terrible fate which will befall the worker who pays no heed to these warnings. That threats are made, there is no shadow of doubt. But are they really the determining factor in inducing the workers to strike? That is to be doubted. Assuredly, the "too much fear" excuse is the stock argument put forward by the strikers. But do they, in their innermost hearts, really take these threats seriously? In the big seamen's strike, intimidation was just as rife, but the fact remains that not one of the thousands who remained at work suffered personal injury.

The conclusion which is gaining ground amongst foreigners who want to get at the bottom of the strike motives is that the intimidation talk is little other than a convenient excuse by the worker to secure a glorified holiday. Previous experience has shown him that so long as he is one of hundreds of thousands of other strikers he is likely to suffer very little loss by coming out. He recalls that after the strike of 1923 very many employers were glad to pay their men for the periods they were out, so long as they could get them back again. More than that, he believes that the terms of any strike settlement will inevitably include concessions on demands which can easily be manufactured prior to the commencement of negotiations. Past experience assures them on that point. Place the European worker in like conditions, and would he not follow a similar course? Let him realize that he is, in the peculiar

SHAMEEN AND CANTON.

SOME FACTS ON THE PRESENT SITUATION.

Anxious to learn of the actual conditions now prevailing in Shameen and Canton city, a Hongkong merchant having an office at the former place has addressed a series of queries to the manager thereof, and the replies he has received will no doubt be found of value to local business men.

With regard to postal facilities, the reply states that the mail closes regularly every day, usually in the afternoon. From Hongkong to Canton there is a certain delay, and last Sunday three letters were received at the same time, one being two days old.

So far as telegrams are concerned, the writer says that the cable office on Shameen was definitely closed on the afternoon of June 24th. Telegrams received from Home are usually four or five days old and are sent to Shameen from the native city by post. On Shameen it is not known whether the service from Canton city to Hongkong is working.

As to contact between Shameen and Canton city, there is none at present. The British and French bridges are closed and barricaded and all communication with the city for purpose of posting letters, etc., is via the river. The only Europeans from Shameen who have gone into Canton proper are members of the Customs staff, who enjoy special protection from the Government.

Asked if all foreign, and principally German, offices in Canton city are closed, the writer says that Germans "merchants who have offices on the Canton side have, it is reported, opened again, their staffs not being affected by the strike, evidently because Germany does not enjoy extraterritorial rights. It is not known whether they are doing much business, because shipments from Canton have ceased, but it is possible that they have done a certain amount of forward business.

Regarding contact between Europeans on Shameen and merchants living at Honan, the writer says there is no Chinese merchant who would dare to come to Shameen, and no inclination on the part of the Chinese for contact with Shameen is discernible. "We think," the writer states, "that this is principally due to intimidation and not so much because they feel that way. Even our own comprador has not given a sign of life since he left Shameen. He has not even telephoned."

In reply to a further question, the writer says he has not heard of any telephonic communication between Shameen and Canton city. He adds that even in ordinary times connection with the city is very poor and the service is mostly used by the Chinese, because in the city there are only Chinese operators.

Asked if all Chinese, including comprador staffs, have left Shameen, the writer says household servants left on Sunday, June 21st, whilst office staffs, including comprador staffs, left on the following day. It is not known whether there is a solitary Chinese now left on Shameen.

While washing clothes in a nalah at Shaukiwan West Lum Foo, an aged Chinese, slipped into the water and was carried away by the stream. His body has not been recovered.

circumstances obtaining, a monopolist in manual labour; let him see thousands of his fellow-workers jauntily leaving their posts, with the full prospect of being able to return without loss, but with possible gain; let him have at hand a ready-made excuse, in the threats of terrible physical injury altogether beyond the comprehension of an employer belonging to another and a stranger race—let these conditions exist; and then ask whether he would not feel a strong inclination to "down tools." Viewed from this angle, there is no need to attempt the fathoming of the inscrutable Oriental mind to account for a development which is becoming all too common in the Far East. Is it not, after all, to be explained by the common frailties of ordinary, everyday human nature?—Contributed.

STRIKE PAY PROBLEM.

THE JUNE WAGES ISSUE.

We have received the following letter for publication.

Sir,—With regard to the recommendation of the Hongkong General Chamber of Commerce and the Committee of the Kowloon Residents' Association that returning strikers should receive no strike pay and that any wages they may have earned during June should be withheld for a probationary or good conduct period, I see there is a difference of opinion already expressed. I think that difference is inevitable. Unanimity of thought and action on such a matter might be highly desirable, but it is unattainable, for the simple reason that there has been a vast difference in the conduct of Chinese employees and there must be a difference of treatment. Some house and office servants have never gone out on strike; others worked up to the last moment before they were obviously compelled to go either by a real or imaginary fear; whereas others left as soon as they could on the slightest pretext and didn't care in what state of uncleanness or inconvenience they left things. And when the strikers return there will be just the same difference in the personal factor; some will start as soon and as wholeheartedly as possible, whereas others will delay and hinder. It is impossible to eliminate the human element in this matter, and it is, therefore, impossible to hope for a complete unanimity in the treatment of strikers, even though it were possible to assume an equal sense of justice or firmness among employers—which it is not. All that any Chamber or Association can usefully do is to give a lead on broad and general lines—lines sufficiently reasonable to appeal to the vast majority. And, so far as I can see, that is what has been done. It has apparently been recognized that much injustice (legal though it might be) would result if every Chinese who left his or her work before the end of June were mulcted of all the pay they think they have earned for the days they were at work during June, because many of them don't deserve to lose that pay. A great many, on the other hand, do deserve to lose it. I sincerely hope they will. It would be a little incongruous and obviously unfair if a Chinese who stayed at work until June 1st, and went out after getting his money were to lose pay only for the days he is out, whilst other Chinese, who went out during the last days of June, were to lose their pay for the whole of June.

It is a reasonably sound proposition, however, to refuse to pay for days of idleness, and that is a course of action the justice of which will, or should, appeal to the native mind. A general refusal on the part of the foreign community here to pay wages for June (irrespective of the differing conduct on the part of individual strikers) would, I am sure, lead to antagonisms where none now exist and to an increase of bad feeling on the part of those who, foolishly, bear resentment. The relationship between employer and employee is essentially a personal one, and when all this bother is over there will inevitably be personal adjustments, based on varying facts and circumstances.

But, in the meantime, there will be lots said to the contrary. Yours, etc.,
JUDICIAL.
Hongkong, July 6th, 1925.

The P. and O. s.s. Kashgar left Singapore at noon on the 5th instant and is due here at about noon on the 9th instant.

Five Chinese appeared before Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, on charges of participation in an armed robbery committed at a house in Tung King Road on Saturday, when Mr. J. Q. Gonzales de Bernedo who was visiting a friend, had stolen from him \$114 and a quantity of jewellery. All the defendants were recommended.

CANTON CONDITIONS.

PROPAGANDA AGAINST BRITAIN.

Canton, July 4th.
The situation here remains unchanged, the city appearing to be quiet. The new Government has put a fifty per cent. increase on house taxes. It is rumored that there is already dissension amongst the new Commissioners. General Li Fuk-lum and Hsu Sung-chi want to go North and join up with the Northern forces. A couple of days ago an altercation is said to have taken place amongst the various Generals, in the course of which General Yung, who is in charge of the Whampoa Cadets, was shot in the arm.

In the city it is obvious that the Chinese agitators are singling out Britain for special condemnation, as all their propaganda is directed against this British. It would appear that before long there will be a shortage of coal in Canton, as there are no ships at all coming from Japan. If the Chinese really boycott the Japanese, one wonders where they will get their coal supplies. Shameen is still peaceful. Food supplies are coming in regularly and everyone is keeping fit. To-day all the Americans are to be at home at the Canton Club to their friends, and in the afternoon the U. S. S. Asheville is to play the U. S. S. Helena on the Fati ground. The Customs House is now fully opened and doing business, but it is not so busy as in normal times, as both imports and exports have declined.

"IN CANTON NOW."

AN EXPLANATION.

We have received the following letter for publication:

Sir,—With reference to the news item entitled "In Canton Now," appearing in to-day's issue of the South China Morning Post, in the course of which my name is freely mentioned, I should like it clearly to be understood that the statements contained therein were made in the course of a private conversation between myself and a friend who happened to be a member of the staff of the newspaper named.

Although the main facts are public property in Shameen, and bear no official weight, it was not expected that such a conversation would have been given more publicity than that given from time to time to ordinary minor items of information in the newspapers of Hongkong.

I should further like to explain that I was in no way responsible for any of the headings or sub-headings which appeared in the course of the article, nor for any information regarding the alleged attempt on the life of Mr. Wu Han-min, of which I had no knowledge whatever.

As regards the Government, the paper omits to mention that the "anti-Red" official named was discussed only as one of four names mentioned and did not refer to the whole Government.—Yours etc.,
E. M. CROSSE.
Hongkong, July 6th, 1925.

MOTOR ACCIDENT.

An alarming accident befel Mr. and Mrs. M. Hughes and Mr. K. S. Robertson while motoring back from Repulse Bay at about 6.45 p.m. on Saturday. It appears that the car, an Essex, owned by Mr. Hughes, was being driven by an Indian chauffeur, and when a short distance from the Naval Yard in Queen's Road, the driver swerved out to avoid a car in front which was apparently slowing up. What actually followed seems rather vague, but it would seem that the driver swerved in order to straighten the car up, was taken too sharply, with the result that the machine turned a complete somersault. None of the occupants were seriously injured, Mr. Robertson being the only one to receive a few cuts. Mrs. Hughes suffered considerably from shock and is still indisposed as a consequence. The car, which was badly damaged, the body being nearly torn off the chassis, was covered by insurance. It was later removed by the Dragon Motor Car Co.

GOVERNMENT ACTION.

STRIKERS MAY BE DEPORTED.

Coal Exports Prohibited.

The following notification appears in a Government Gazette Extraordinary issued this morning, being a regulation by the Governor-in-Council under the Emergency Regulation Ordinance: "The Captain Superintendent of Police, and any officer authorised by him, either generally or specially, shall have power to arrest and detain any person who appears to him to have no regular employment in the Colony, and the Captain Superintendent of Police shall have power to order any such person to leave the Colony forthwith. "Any person failing to comply with any such order may be deported by order of the Governor." The Gazette also contains the following regulation by the Governor-in-Council under the Importation and Exportation Ordinance: "Except under licence from the Colonial Secretary the export of coal is prohibited."

4TH OF JULY DISASTER.

TERRIBLE TRAGEDY AT BOSTON.

Boston, July 5.
While over one hundred persons were participating in the Fourth of July celebrations at the Pickwick Club early in the morning and while the orchestra was playing dance music, the wall of a five-story building weakened by adjacent excavations crashed down on the dance floor entrapping the dancers between the floor and the fallen metal ceiling work. Rescue was most difficult, necessitating the removal of the front wall which threatened to collapse in addition to the debris. Up to the present twelve dead have been brought out after an all night and all day search. Voices, chiefly women's were heard calling for help from the debris early in the morning but became silent later.—Reuter's American Service.

AMERICA'S NEW MINISTER.

LEAVES SHANGHAI FOR TIENSIN.

Shanghai, July 5.
Mr. MacMurray, the newly-appointed U. S. Minister to China, left Shanghai this afternoon on an American gunboat. He is expected to arrive in Tientsin to-morrow afternoon.—Reuter.

WARNING TO RUSSIA.

MUST STOP ANTI-BRITISH ATTACKS.

London, July 5.
The ex-Cabinet Minister, the Earl of Crawford, speaking at Gillingham, said that the time had come for the British Government to give a clear and unmistakable warning to Russia that the continued organisation of anti-British attacks in China, India, and elsewhere would result in the breaking off of Anglo-Russian diplomatic relations. Britain was tiring of these underhand and underground attacks and was determined to end them.—Reuter.

NEW WORLD'S RECORD.

440 YARDS HURDLES.

San Francisco, July 5.
F. H. Taylor, of the Illinois Athletic Club, Chicago, broke the world's record for the 440 yards hurdle race in the time of 53.4/5 seconds, at the National American Athletic Union senior championship meeting.—Reuter's American Service.

WASHINGTON TREATIES.

PARIS, JULY 5.

The Temps understands that Parliament will debate the ratification of the Washington Treaties in the early part of this week.—Havas.

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ACKNOWLEDGMENT.

Mr. and Mrs. C. L. Becker thank their many friends for the beautiful floral tributes and kind expressions of sympathy to them in their recent sad bereavement. They also desire to thank Dr. Sanders, Miss Inness and the Sisters of the Matilda Hospital for the care and attention paid to their beloved son, Charles Robert, during his fatal illness.

The Telegraph

MONDAY, JULY 6, 1925.

We find ourselves in general sympathy with our correspondent, "Loyalist," who, in our issue of Saturday, made a plea that the Government should take the public rather more into its confidence on strike issues than it has so far done. Before the strike broke, widespread satisfaction was felt in foreign and Chinese circles alike at the very definite official attitude foreshadowed by the Secretary for Chinese Affairs when, in the course of an interview published in the vernacular newspapers, he hinted that men who would not work should have no food, and, moreover, that they would most likely be deported as idlers. We cannot but presume that those statements were made with the approval of those in high authority, and that they represented the considered policy of the Government in the face of the then impending trouble. If that is the case, we certainly think the authorities should let the public know whether any such contemplated measures have been put into force. We realise, of course, the extreme difficulty, if not impossibility, of keeping track of all the strikers and of putting into operation the "No work, no food" dictum; but at least the Government might indicate whether any, and, if so, how many, strikers and/or agitators have been sent away from the Colony. We understand that some effort is being made, with official encouragement, in the direction of anti-strike propaganda, both by printed word and speech, amongst the Chinese community. That is all to the good. But what is needed also is publicity for and on behalf of the foreign community, which is quite prepared to carry on its emergency work so long as it has the assurance that the Government has a settled policy which it intends to follow to the end of the chapter, without deviation. This is no moment for divided counsels between various Government departments as to what does

and what does not constitute wise publicity. In crises such as the Colony is now passing through, it is essential that the morale of the public be kept up; it stands in danger of being undermined by anything which savours of a "hush-hush" policy on the part of the Government. Let the public know, within reasonable limits, what is being done. The "silent service" tradition can be overdone at times like the present.

[Since the above was written, we are glad to learn that power has been given the police to arrest, and, if necessary, deport any person who appears to have no regular employment in the Colony.—Ed. H. K. T.]

We fear that the Canton Government, in making a series of five demands of the British and French Governments in connection with the Shamen shooting affair, is taking itself far more seriously than anybody else is likely to do. The responsibility for the happenings of June 23rd rests entirely with the Chinese authorities—first, because, in face of the British Consul's warning, it permitted the procession to pass along in front of Shamen when there was not the least necessity therefor; secondly, because armed troops were allowed to join in the parade; and, last but not least, because the firing was started by the Chinese. The attempt now made to push the blame on to the Shamen authorities, whilst fully expected, is utterly futile. The presentation of the demands follows the report of a so-called Investigation Commission, composed, be it noted, of Canton judicial and police officials, and representatives of "labourers, peasants, merchants and educators." It is true that the American, Russian and German Consuls were invited to sit on this Commission, but it is significant that the official report omits to say whether they accepted the invitation. In any event, the Chinese element so greatly predominated that it would be absurd to expect an unbiased judgment on the issues. Doubtless, also, the evidence taken would not include statements from Shamen eye-witnesses. Therefore, the so-called "investigation" can have been nothing but a sheer farce. There is one other point worthy of mention, namely, the status of the Canton Government in the matter. Neither the British nor the French Foreign Offices could take any notice of that Government's demands, since the appropriate authority with whom to deal in such matters must obviously be the Central Government. For the same reason, the demand for the rendition of Shamen to the Provincial Government is ridiculous. That the Canton Government would very much like to secure possession of Shamen we have no doubt. But, so far from its wish being realised, it might just as well cry for the moon.

It has been growing increasingly apparent of late that opinion at Home is becoming better informed about the actual situation in China. There is still an occasional comment by some Labour group which suggests a belief that the trouble is purely industrial, but we wonder how much sincerity lies behind such utterances, and how much of the talk is merely mild propaganda against the ruling party. The Times, the other day had a very accurate comment on Chinese conditions, disclosing a full grasp of the facts, and a proper realisation of the big part which Bolshevism is playing. Undoubtedly the Soviet is taking advantage of the grand opportunity offered to embarrass the so-called

imperialist nations, and is using the Chinese people as its dupes. Undoubtedly, also, the chief factor in China's unrest is provided by the educated and semi-educated men who have come in contact with Western culture and have thereby been "spoiled." They are now neither good Chinese patriots nor helpful reformers. If they were, their first thought would be the placing of their own house in order, with the creation of a real unity of administration. They instead form a glaring instance of the evils of giving the East a big dose of Western learning all at once, so that the substance is only partly digested, and the recipient gets a disordered liver in all truth. There have been examples of this in other parts of Asia, and one marvels that few seem to have realised what was coming here as well. Indeed, it appears as if the death-knell of the Boxer indemnity educational programme has now been sounded.

There is a real danger in the ferry emergency service across the harbour which we would like to emphasise. We refer to the risk of a serious mishap when, in addition to a list, the passengers all crowd to one side as the wharf is approached. Not only is this practice dangerous, but it also interferes with the proper coming alongside, by making the vessel heel over at an awkward moment. As anyone who has travelled on the ferries at Home will recollect, there is strict provision against this rushing to one side when a boat reaches its destination. In some cases the company's staff take pains to make all passengers keep their seats until they can walk off on to the pier. Nowadays, when the ferries are perforce sometimes overcrowded, it is especially necessary that passengers should remain in their places until the gangway is down. Two days ago, we understand, one of the ferries took a very dangerous list through about two hundred people crowding to one side. We call upon all travellers on the ferries to co-operate, in behaving sensibly. It is a time for each of us to remember that by a little thoughtfulness we can make things much better both for ourselves and others. Let us show, in every direction that we are not a rabble but an organised community.

SEAMEN REFUSE WORK.

PRISON SENTENCE FOR "CHINWAN" DELINQUENTS.

Five members of the crew of the s.s. Chinwan were charged before Lieut. Commr. G. F. Hols this morning with refusing to work when ordered by the master.

Evidence was given to the effect that permission given for the men to go ashore, was afterwards cancelled, but the men mustered on the bridge deck individually and refused to continue at work. They were signed for six months and the men charged were two quarter-masters and three sailors.

The defence put up was that they had no food and no pay, but the master pointed out that no pay was due to them until the end of the month. When they asked to go ashore, they were supposed to be at work.

The Harbour Master said he thought their story of no pay and no food to be sheer bunkum and he imposed a sentence of four weeks' imprisonment with hard labour and further ordered a fine of two days' pay.

A telegram received by the American Consulate General from Manila at 8 o'clock this morning states that there is a cyclone or typhoon in the Pacific Ocean, about halfway between the Mariana Islands and Luzon, inclining westward.

HOSPITAL AND AMBULANCE.

AN EFFICIENT ORGANISATION.

The Ambulance Service—for both Hongkong and Kowloon—is efficiently organized under the St. John Ambulance Brigade.

Over 60 members—the majority Chinese—are enrolled and many more are anxious to join. Some of those enrolled have been in training for five or six years, and all have for some time past been undergoing a strenuous course of training. All are fully equipped and it should be mentioned—as an example of public spirit on the part of the leading Chinese—that Mr. H. Kom-tong has defrayed the cost of uniforms and equipment and has himself joined the Corps as an active member. Since the Post Office strike began twenty of the members are assisting daily in postal duties, in the intervals of ambulance training.

Twenty-five members (qualified medical men) of the Chinese Medical Association in the Colony have attached themselves to the Ambulance Corps for duty.

An adequate number of European ladies are enrolled for Hospital service, and are ready to respond if called upon. Some are already on duty.

THE SHIPPING POSITION.

VERY LITTLE CHANGE.

The shipping position alters little from day to day, though it would appear that a few more vessels are losing their crews. Ninety vessels were in harbour this morning, fifty of which were British. Yesterday there were twelve arrivals and eight departures, the figures as far as British shipping is concerned being four and two respectively.

Bookings to Canton are slackening off but received a fresh fillip yesterday and this morning.

CORRESPONDENCE.

UNEMPLOYED FILIPINOS.

Sir,—A small item in your issue of yesterday, Saturday, caught my attention.

The item in question quotes part of a letter received by a local business man from Manila wherein it is claimed that "there are more than 40,000 Filipino boys out of work in Manila who have almost forgotten what a peso looks like, it being so long since they owned one." The writer further states that these boys are anxious to go to China to take on any kind of job they can get.

I am sure this letter was intended as a joke, for although there are unemployed in Manila, as in any other cities, the number could not possibly be as many as 40,000. And as to why they "are anxious to go to China," it is more for their desire to see foreign countries than for monetary gain. I should say in Manila no one—even the unfortunate unemployed—has ever, or even almost, "forgotten what a peso looks like."—Yours, etc.,

CLINTON MAY.

Hongkong, July 5, 1925.

BUSINESS HOURS.

Sir,—Would it not be very convenient for the community of Hongkong if, during the present situation, business houses and banking establishments were to close at 1 p.m., thus leaving the afternoons free for home and emergency work? Perhaps the Government or the General Chamber of Commerce could consider this matter and make an intimation accordingly.—Yours, etc.,

MERCHANT.

Hongkong, July 6, 1925.

EMERGENCY WORKERS.

REVISED RATES OF PAY.

Regarding coolie and other labour employed through the agency of the police, the following notice setting out the revised rates of pay has now been issued by Mr. T. H. King, the Captain Superintendent of Police:—

"On and after Sunday July 5th the following rates of pay will be paid to men who apply for and obtain work through the Police Stations. Workers must obtain their own food.

Heavy work, such as handling cargo—90 cents per day.

Light work 50 cents per day.

Special rates will be arranged for skilled labour.

There was a clean bill of health in the Colony on Friday.

AN OPEN LETTER.

TO THE CHINESE RESIDENTS OF HONGKONG.

Gentlemen,—The time has arrived when clear thinking and courageous action on your part will determine whether the future holds happiness and peace for you and yours or whether ruin and chaos are in store for you. You alone must decide without delay whether you have the courage to throw your experience and mature judgment into the balance or whether your future is to be controlled by the indiscretions of a mob of thoughtless schoolboys and representatives of a country with no interest in you beyond a desire to drag you and your native land down to its miserable condition.

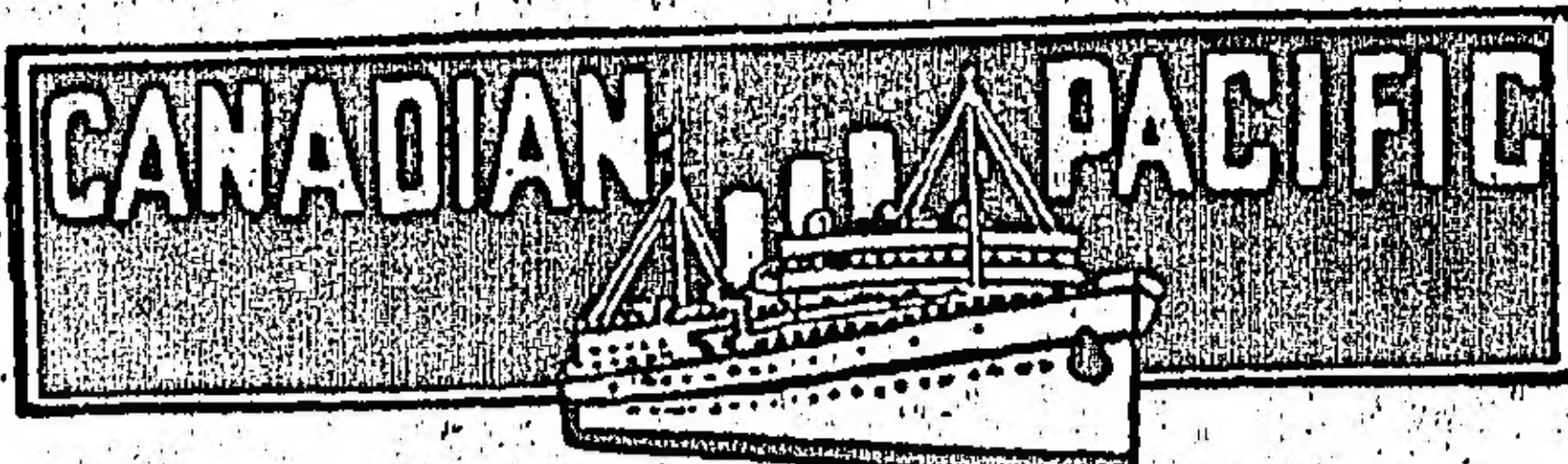
I am an American of twelve years residence in Hongkong and China, with great respect and admiration for the Chinese. I admire your character, your judgment, the sanctity of your pledged word, your love of bodily peace and tranquillity of mind. I have no ulterior motive in making this plea to you for I have not a single cent invested outside of my own country and the present state of affairs has not affected my mode of living in the slightest. I merely ask you to pause and compare your present security of mind, body and property with the possibilities in the future if Bolshevism gains control in China.

You are now living under the fairest government in the world. This is no ill considered statement and if you have visited other countries and studied their government you must admit its truth. There is no place under the sun where anyone has as much personal liberty as here. You can carry on your life and trade with the minimum of governmental regulation and restriction. You are guaranteed and you receive absolute justice without a suspicion of discrimination on account of race, creed, colour, or condition of life. Your customs and religion are respected without interference of any nature. This Colony is administered by a set of men who have made a life study of the science of government; without question they are men of education, probity and sound judgment. They and their predecessors have turned a barren rock into a beautiful healthy spot with a superb system of roadways, excellent sanitation, adequate schools and free hospitals. In all of this you share equally yet taxes are so low that they are comparatively negligible.

And yet you listen to cries of British Imperialism! Fraternism! If you will, paternalism if you must, but not Imperialism in an invidious sense. Do you think you might obtain equal benefits in republics such as France or the United States? Though a citizen of the latter country, I am regretfully forced to tell you that you would not; it is not that the American friendship for China is not sincere, or that you would be discriminated against, but not even its own people have the privileges you receive here. If this be true, what are you doing to assure a continuation of your unique condition? You are alive to the fact that this community cannot exist without trade, principally with South China, and if Bolshevism conquers in Canton, depression will follow here with destitution, misery and want in its wake. The burden will fall on you far more heavily than on the foreigner who can transfer his sphere of activity elsewhere.

There is not a single thing that the Hongkong Government or a member of this community can do to settle the Shanghai or Shamen incidents. The unprovoked walk-out cannot assist the settlement, cannot hasten or retard it. Except for a slight inconvenience to some foreigners, this strike appears to be principally directed against you; surely you must realize that in many ways you are the ultimate losers. The time has come for a show of sanity; a firm courageous word from you will stop this silly procedure at once. The Government has guaranteed your safety and you are convinced that you can trust its guarantee. You know or you can easily find out who these cowardly agitators are; you alone can curb their activities; you can kill the silly canards passed among the ignorant here and widely quoted in China. Are you willing to protect your future? Your choice is clear—do you wish peace and prosperity or chaos and penury?

Do not listen to hare-brained idealists; pay no attention to irresponsible, poorly posted politicians in America and France. Demonstrate your courage and common sense and act now.—In all sincerity,
AN AMERICAN FRIEND.



SPECIAL R.M.S. EMPRESS OF CANADA

will sail from
HONGKONG (pier 5 Kowloon Wharf)
at DAYLIGHT, FRIDAY, JULY 10th
for VANCOUVER via Shanghai and Japan Ports

	Leave	Arrive	Leave	Arrive
	Hongkong	Vancouver	Quebec	Southampton
E/CANADA	July 10	July 27	E/SCOTLAND	Aug 5
E/RUSSIA	July 25	Aug 10	E/France	Aug 19
E/AUSTRALIA	Aug 7	Aug 26	E/SCOTLAND	Sept 2

Choice of accommodation on these ATLANTIC steamers held for sale in Offices at ports of call in the Orient.

Four Trans-Continental Trains Daily from Vancouver. Stop-over allowed at all points. Standard Sleeping Cars—Compartments Drawing-Room—Dining Cars.

Canadian Pacific Hotels at Victoria, Vancouver, Rocky Mountain Resorts, Calgary, Winnipeg, Montreal and Quebec. Dominion Express Travellers' Cheques issued at all Canadian Pacific Offices. Payable Everywhere! Baggage Insurance sold at all Canadian Pacific Offices.

HONGKONG—MANILA—HONGKONG—SERVICE

	Leave	Arrive	Leave	Arrive
	Hongkong	Manila	Manila	Hongkong
July 14	July 16	E/RUSSIA	July 17	July 19

Steamers arrive Manila early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE THROUGHOUT

Passenger Department: Tel. C. 752; Cables: GACANPAO
Freight and Express: Tel. C. 42; Cables: NAUTILUS

AMERICAN ORIENTAL MAIL LINE

SAILING FOR SEATTLE S.S. "PRESIDENT JEFFERSON"

sails from Hongkong

July 7th—5.00 p.m.

via Shanghai—Kobe—Yokohama—Victoria.

S.S. "PRESIDENT GRANT"	July 20th
S.S. "PRESIDENT MADISON"	Aug. 1st
S.S. "PRESIDENT JACKSON"	Aug. 13th
S.S. "PRESIDENT MCKINLEY"	Aug. 25th

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by Admiral Oriental Line, Managing Operators
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OPERATED FOR
UNITED STATES SHIPPING BOARD
By Struthers & Barry, Managing Operators
REGULAR FAST FREIGHT SERVICE

TO SAN FRANCISCO & LOS ANGELES FROM HONGKONG BY DIRECT ROUTE

23 days to San Francisco—28 days to Los Angeles.)

U.S.S.B. "West Chopaka"..... Due Hongkong in port.
Leave Hongkong 7th July.

Large accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.
TO HAIPHONG, TOURANE AND SAIGON.

Through bills of lading issued to all ports not served for full information apply to

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Phone Central No. 3068. 1st Floor Queen's Building
L. EVERETT, INC. U. P. Bradford
General Agents. Ros Agent.
Japan, China, Philippine Islands, Indo-China, Straits Settlement.

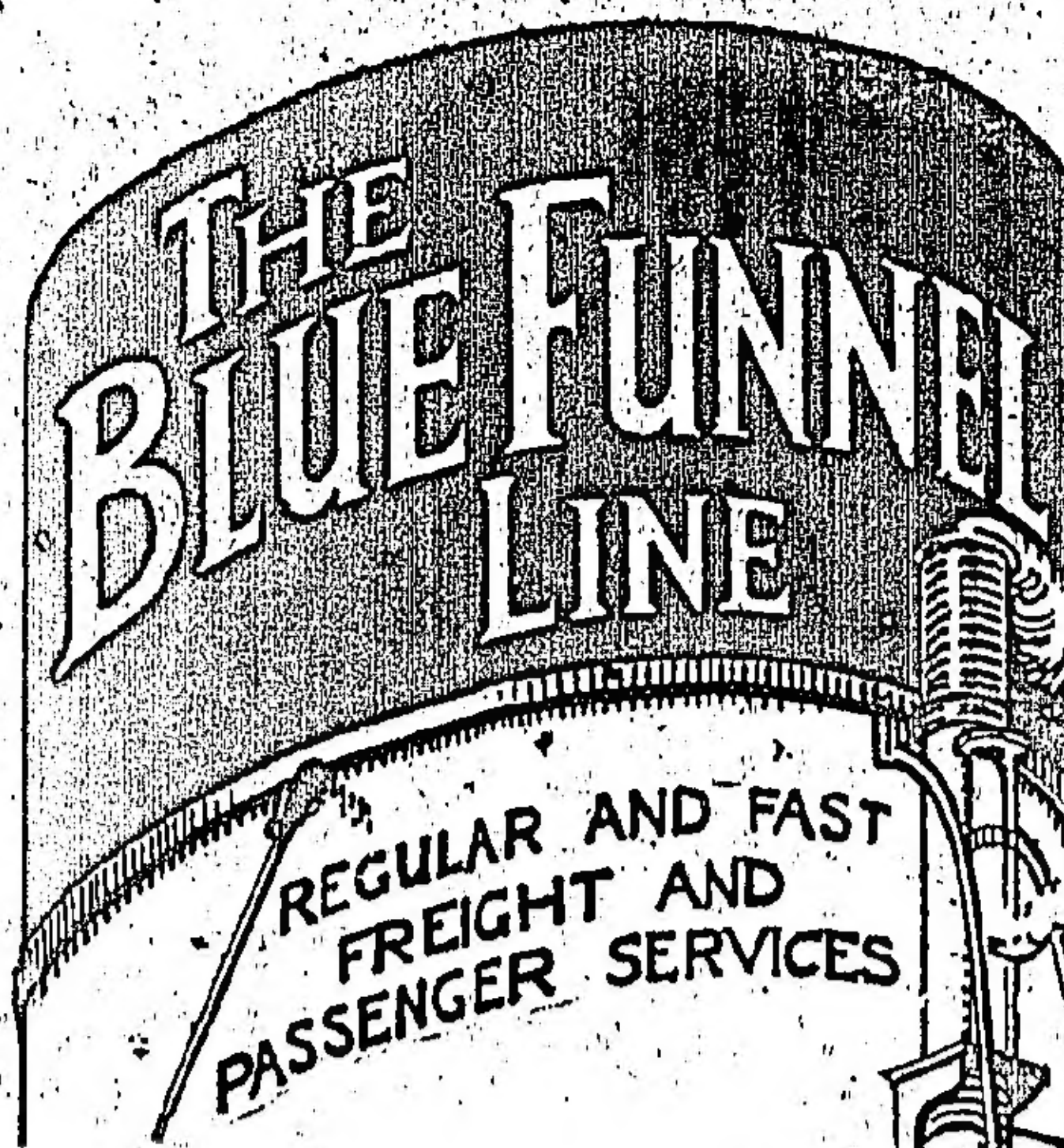
MASSAGE HALL

Mrs. S. OZUNOYE,
Expert Masseuse,
37, Queen's Road, Central.
2nd. Floor.

MILNERS' SAFES

THE Undersigned have just received a shipment of safes of various sizes. These may be seen at No. 5 Duddell Street.

LAMMERT BROS.,
Agents.



LONDON SERVICE

"TROILUS" 14th July. Marseilles, London, Rotterdam & H'burg
"PATROCLUS" 29th July. Marseilles, London, R'dam & Glasgow.
"ELFENOR" 11th Aug. M'lies, London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"ATREUS" 20th July. Genoa, Havre, Liverpool & Glasgow.
"TALHYBIUS" 1st Aug. Marseilles, Havre, Liverpool G'gow.

PACIFIC SERVICE

(via KOBE & YOKOHAMA). Victoria, Vancouver & Seattle.

NEW YORK SERVICE

(via SUEZ or PANAMA)
"BELLEROPHON" 19th July Boston, New York & Baltimore via Suez
"EURYPILOS" 28th July. Boston, New York & Baltimore via Suez

PASSENGER SERVICE

"PATROCLUS" 29th July. Singapore, Marseilles London.
"ANTENOR" 25th Aug. Singapore, Marseilles London.
"HECTOR" 21st Oct. Singapore, Marseilles London.
"SARPEDON" 18th Nov. Singapore, Marseilles London.
"PATROCLUS" 16th Dec. Singapore, Marseilles London.
"ANTENOR" 13th Jan. Marseilles, London, R'dam & H'burg.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

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OREGON ORIENTAL LINE

Operated for
UNITED STATES SHIPPING BOARD
by COLUMBIA PACIFIC SHIPPING COMPANY
"25 days HONGKONG to PORTLAND."

Steamer	Sails
U. S. S. B. West Jessup	July 19th.
U. S. S. B. West Keats	Aug. 1st.

For Manila, Iloilo & Cebu.
U. S. S. B. West Keats July 19th.
U. S. S. B. West Kader July 23rd.
U. S. S. B. West Jessup Aug. 8th.

All sailings subject to change without notice.
Cargo accepted for Manila, Iloilo and Cebu.
Through Bills of Lading issued to all overland points in the U. S. A. also to New Orleans, Savannah, Charleston, Norfolk, Baltimore, Philadelphia, New York, Boston, and Portland, Maine, with transshipment at Portland, Ore. via Panama Intercoastal steamers.

ADDRESS Canton Agents,
JOHN MANNERS & CO.

Room 26 Bank of Canton Building,
6 Des Voeux Road Central.
Telephone Central 4871.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

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For SINGAPORE, PENANG & BELAWAN DELI DIRECT.
Offers excellent saloon accommodation, all lower berths English Cuisine, doctor carried, wireless telegraph.
1st. CLASS FARE TO SINGAPORE \$100.00.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents—JAVA CHINA JAPAN LIJN,
Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'k and Sailings for S'hai & Japan	Pro. Sailings from H'k for M'lies
ANGKOR	22nd May.	23rd June.	7th July.
COMPIEGNE	5th June.	7th July.	21st July.
ANGERS	19th June.	21st July.	4th Aug.
PAUL LECAT	3rd July.	4th Aug.	18th Aug.
ANDRE LEBON			1st Sept.

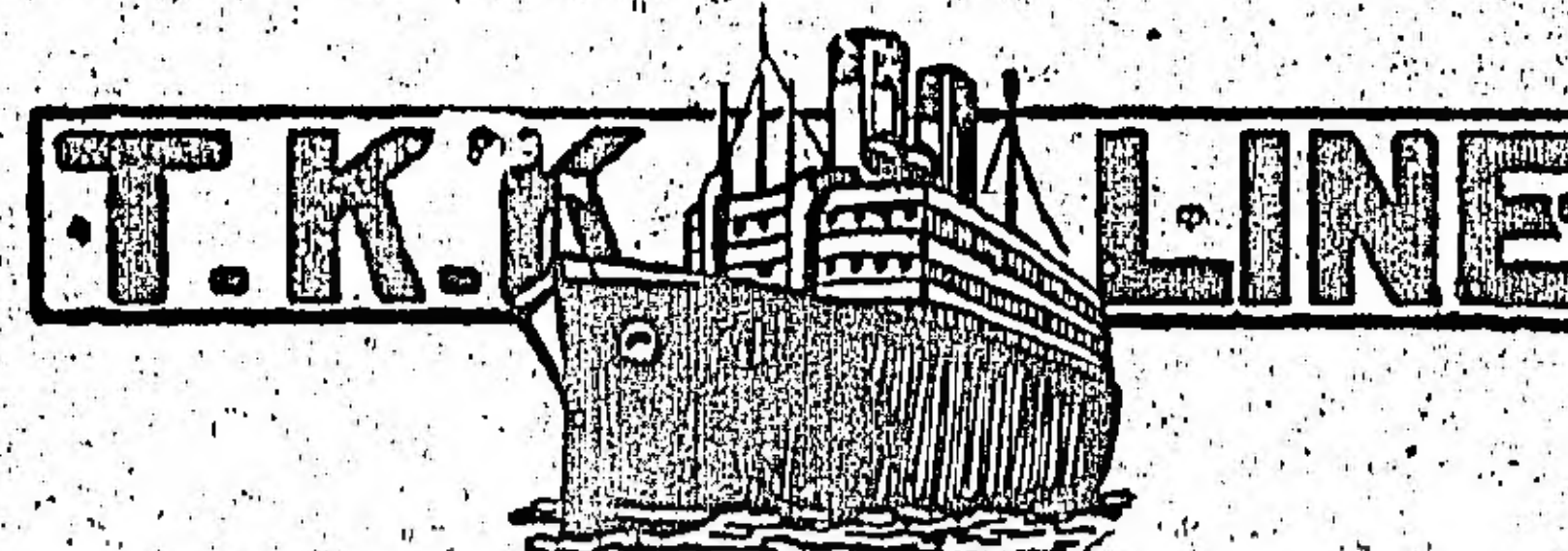
RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's attendance)
A Class 1st Class £95.0.0 B. Class 1st Class £83.0.0
Steamers 2nd Class £68.0.0 Steamers 2nd Class £60.0.0

Through Tickets to London and Landing Towns of Europe Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "SI-KIANG" from Dunkirk, London, Havre to due to arrive about 22nd June.

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Messageries Maritimes Co
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Via SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

SIBERIA MARU (Omit Honolulu)	July 14th.
TAIYO MARU	July 27th.
TENYO MARU	Aug. 10th.
KOREA MARU (Omit Honolulu)	Aug. 24th.

Proceeds up River and berths alongside Mantowai wharf at Shanghai.
KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

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BAKUO MARU	July 22nd.
GINTO MARU	Aug 26th.

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July 7th, 8.00 a.m.

S.S. "PRESIDENT MONROE"
August 4th, 8.00 a.m.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
NAGPORE	5,283	7th July	S'pore, Pang & B'bay
DELTA	8,097	11th July	S'pore, Pang, O'bo & B'bay
KASHMIR	8,985	11th July	M'los, L'don, A'werp & Hull
LAHORE	5,252	21st July	S'pore, Pang, O'bo & B'bay
MAHATMA	1,090	25th July	Marseilles & London
SOUDAN	6,696	6th Aug.	S'pore, Pang, O'bo & B'bay
KASHGAR	8,005	8th Aug.	M'los, London & Antwerp
SIOLIA	6,813	20th Aug.	S'pore, Pang, O'bo & B'bay
MACEDONIA	1,089	22nd Aug.	Marseilles & London
NARUNDA	16,227	5th Sep.	Marseilles & London
KHYBER	9,114	19th Sep.	M'los, London & Antwerp
DELTA	8,079	19th Sep.	S'pore, Pang, O'bo & B'bay
KARMALA	9,128	3rd Oct.	M'los, London & Antwerp
SOUDAN	6,696	15th Oct.	S'pore, Pang, O'bo & B'bay
MAHATMA	10,844	17th Oct.	Marseilles & London
SIOLIA	6,813	29th Oct.	S'pore, Pang, O'bo & B'bay
KHYBER	9,135	31st Oct.	Marseilles, L'don & A'werp
MAHATMA	10,902	14th Nov.	Marseilles & London
KALYAN	9,118	28th Nov.	M'los, London & Antwerp
MOREA	10,911	12th Dec.	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

TILAWA	10,000	10th July	S'pore, Penang & Calcutta
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EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	5th Aug.	Townsville, B'bane, S'ney
TANDA	6,958	2nd Sept.	and Melbourne.

*Arefura Calls at Iloilo & Kolambagan but Omits Sandakan.

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Taiwan, Iloilo, Darwin, or other ports en route as judiciously offers.

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The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	7th July	S'hai, Moji, Kobe & Yok.
KASHGAR	9,005	10th July	S'hai, Moji, Kobe & Yok.
SOUDAN	6,696	10th July	Shanghai & Kobe
TAIRIA	10,000	11th July	Kobe
MACEDONIA	11,089	24th July	Shanghai Moji & Kobe
SIOLIA	9,813	24th July	Shanghai & Aoba.
KHYBER	9,114	7th Aug.	Moji, Kobe & Yokohama
TANDA	6,958	8th Aug.	Moji, Kobe & Yok.

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

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OUTWARDS. HOMEWARDS.

Vessel	Des. Hongkong	Vessel	Leaves Hongkong
GLANSHIRE	24th July.	GLANSHIRE	26th July.
GLENIFFER	23rd July.		
GLEN L.	6th Aug.		
GLENAMOY	23rd Aug.		

Movements are subject to change without notice. For freight or further particulars please apply to:-

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AND AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.
S.S. CITY OF CORINTH... via Suez Canal ... 8th July.
S.S. BELLEROPHON ... via Suez Canal ... 19th July.
S.S. EURYPYLUS ... via Suez Canal ... 28th July.
* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice. For Freight and particulars apply to:-

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(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZPI ... 14th July
YOKOHAMA, KOBE, MOJI & SHANGHAI.
O. LOPEZ Y LOPEZ ... 15th Aug.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety passengers. Stowage and Doctor carried.

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will be loading for MARSEILLES, VALENCIA, DUNKIRK, AMSTERDAM, ROTTERDAM, HAMBURG, COPENHAGEN and other Scandinavian ports on or about 25th of June.

Further sailings:- Expected on or about Will leave homeward bound on or about

M.S. "MALAYA" ... 10th July
M.S. "TONGKONG" ... 10th July
M.S. "AUSTRALIAN" ... 10th August
M.S. "AFRICA" ... 10th September
M.S. "AFRICA" ... 10th October
M.S. "AFRICA" ... 10th November
M.S. "MALAYA" ... 10th December

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Regular Freight and Passenger Service for Bangkok, Hongkong and return. Expected on or about

Will leave for BANGKOK via Swatow on or about

Subject to change without notice.

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NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "EGREMONT CASTLE" ... Sails hence 6th July.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIORE).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

AGG.

NEXT SAILINGS.

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S.S. "FIUME-L" ... Sails about 10th July.
S.S. "WILKIE" (cargo only) ... Sails about 12th July.
S.S. "ESQUILINO" ... Sails about 10th Aug.
S.S. "LA CONIA" (cargo only) ... Sails about 12th Aug.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" ... Sails about 31st July.
S.S. "ESQUILINO" ... Sails about 31st Aug.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

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All Sailings Cancelled until further notice

JAVA-CHINA-JAPAN LYN.

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THE BANK LINE LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S. CITY OF CORINTH via Suez Canal 8th July

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

S.S. BIRCHBANK via Suez Canal 30th June

UNITED KINGDOM & CONTINENT "ELLERMAN" LINE (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. CITY OF TOKIO 30th July

For Marseilles, London, Dunkirk & Hamburg.

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. ... SURAT ... Sails Hongkong End July

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown. Through bills of lading issued to Belra, Quillmaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EST INDIES LINE. (Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "City of Palermo" or "Malatia" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above Lines. Apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE"

Will sail on her maiden voyage during July MANILA, PORT BANGA, THURSDAY ISLAND, and AUSTRALIAN PORTS.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

This New Vessel is fitted with the finest and most up-to-date First and Second Class Passenger Accommodation. (Sailing subject to Alteration)

For Freight and Passage, apply to-BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Gas in state-rooms and Saloon and Excellent Cuisine.

For SWATOW, AMOY and FOOCHOW and RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Hainan", "Hainan", & "Hainan" at the reduced rate of \$80.00 including meals while the steamer is in port.

THE ALL-BRITISH CALCULATING MACHINE



Is adaptable to all commercial calculations, as for example:

Invoice extensions Actuarial work
Foreign exchange Costing
Freight rates Averaging
Percentages Pro rata calculations.
etc., etc.

GUY'S CALCULATING MACHINES, LTD.

Truro Works, Truro Road, Wood Green, London, No. 22.

For particulars and demonstration apply to:-

SHEWAN TOMES & CO.

Import Department

Sole Agents

Stocks Carried.

CONSIGNEE NOTICES.

THE NORWEGIAN AFRICA & AUSTRALIA LINE.

M. V. "TOURCOING"

The above steamer having arrived from Scandinavia via ports on 2nd inst. consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by 5th July, 1925, will be subject to rent. All broken, chafed and damaged packages are to be left in the godown where they will be examined on 8th July, 1925, at 10 a.m. Claims against the vessel must be presented within ten days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by

THORESEN & CO., LTD.

Agents.

Hongkong, July 3, 1925.

"EGREMONT CASTLE"

From New York

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Standard Oil Co.'s Godowns at Kennedy Town, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after 6th July, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 6th July or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th July at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

Hongkong, June 30, 1925.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMER FOR SINGAPORE, COLOMBO AND BOMBAY.

Through Bills of Lading Issued For Egypt, Mediterranean And Continental Ports And London.

The Steamship

"NAGPORE"

carrying His Majesty's Mails, will be despatched from this port at 4 p.m., on Tuesday, the 7th July, 1925, taking Cargo for the above Ports.

Silg and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the Day previous to sailing. The contents and value of all packages must be declared.

For further Particulars, Apply to:-

MACKINNON, MACKENZIE & COMPANY,

Agents.

Hongkong, July 3, 1925.

TOM'S DIXIE KITCHEN

Manila's Favorite

RESTAURANT

Importers of

AMERICAN FRUITS AND

VEGETABLES

BAR IN CONNECTION.

No doors

WE NEVER CLOSE.

126, Plaza Goiti.

Tel. 1838.

The Empress Store

58, Nathan Road, Kowloon.

"Under English Management"

Orders for Wines, Liquors, Provisions, Fresh Fruit and Vegetables, etc.

Promptly executed at competitive prices.

AUCTIONEERING & BROKERING CO., LTD.

Proprietors.

THE CHINESE STRIKES.

EXTENSIVE PROPAGANDA.

A very remarkable pamphlet, printed both in English and Chinese, came into our hands the other day, says a recent Singapore paper. It sets forth the alleged grievances which are supposed to have led to the strikes in China, particularly in Hongkong, which is a British interest.

Whether this pamphlet has been broadcasted or not we cannot say, but its existence proves what an amount of propaganda has been issued in China, both prior to and during the present trouble. This particular pamphlet dealt with the grievances of seamen, who are alleged to be suffering from a monopoly held by employment agencies, which agencies draw heavy toll out of a man's wages, for placing him in employment. So says the pamphlet. Sums as high as \$100, it continues, are paid for a stewardship. There are sundry allegations about labour conditions, and the whole pamphlet is addressed to the world, via the world press.

With the authenticity, or merits, of the pamphlet we are not concerned very greatly, at the moment, with the propaganda it seems to part and parcel of we are only most concerned. Many have we drawn attention to the highly-organised system of propaganda set up, very obviously, with Russian money, in China; and such matter, allowed to circulate freely, is both damaging and difficult to restrain. At least this one pamphlet has reached Singapore; and the same conclusion is that others have arrived here also, by one route and another. True there was nothing particularly objectionable in the pamphlet we saw; but the presence of it in Singapore, and the fact that it has emanated from China, proves the existence of a propaganda organisation and a highly skilled one at that, comments our southern contemporary.

RUSSIAN FRONTIER INCIDENTS.

SOVIET NOTE AND WARSAW'S EXPLANATION.

Moscow, July 5. M. Chicherin has sent the Polish Minister a note protesting against the incidents on the Polish-Soviet frontier and demanding immediate measures on the part of the Polish Government to secure real inviolability of the frontier. He also requests the formation of a mixed commission to investigate the incidents, the Soviet reserving the right to claim indemnity for any damage done during the alleged attack.

Warsaw in reference to the incidents referred to above says the Soviet patrol kidnapped a Polish lieutenant who was engaged on a tour of inspection, and two of his brother officers burned the Russian frontier post as a form of reprisal. Both are to be punished and as the Soviet protest is couched in moderate terms no serious consequences are anticipated.—*Reuter*.

AMUNDSEN'S RETURN.

HIGHLY HONOURED BY NORWEGIAN KING.

Oslo, July 5. Captain Amundsen and his companions arrived to-day by air from Horten and they were accorded a most enthusiastic welcome. The Polar fliers' aeroplane was met and escorted to Oslo by five army and five navy aeroplanes, all of which descended into the harbour to the accompaniment of salutes from the fortress, Norwegian cruisers, and vessels of the British Naval Squadron at present visiting the port. All steamers in the harbour blew their sirens and the people on board and the crowds ashore cheered again and again. The streets of the city had been gaily decorated and the Amundsen party were given a cordial reception by the President of the Storting and the Chairman of the Oslo Municipality. The aviators subsequently drove to the Palace where the King of Norway presented to Amundsen the gold medal "For Patriotic Deeds." The medal is one of the highest distinction and is held by only two living persons. Other members of the party were decorated with the Order of St. Olav.—*Reuter*.

It is reported by *Reuter* that the N. D. L. steamer Bremen, which is leaving Hoboken for Ireland to-morrow, will fly the Irish flag from her masthead—the first time a vessel has done so for 500 years.

CHINESE TREATIES.

Paris, July 5. It is understood that the two Nine-Power Treaties relating to China, will be submitted to the French parliament for ratification early this week.—*Reuter*.

RUSSIAN AIR MISSION TO CHINA.

Moscow, July 5. The aeroplane expedition from Moscow to China has arrived at Uiga.—*Reuter*.

ALARMING REPORT.

CITY SAID TO BE DESTROYED BY FIRE.

New York, July 5. It is reported that the city of Manizales, in Columbia, has been destroyed by fire.—*Reuter's American Service*.

At Sydney, the English soccer team defeated Australia by two goals to one, says a *Reuter* message.

His Excellency the Governor made a tour of some of the headquarters of essential services on Saturday morning.

According to a *Reuter's* telegram, in the Grand-Cup race at Henley, Leander Club beat the Thames Club by three-quarters of a length.

A *Reuter's* Paris telegram says M. Briand has declared that France does not repudiate her war debt, which she regards as sacred.

Japan considers that discussion on the suggested abolition of extra-territoriality in China is impossible during the present disturbed conditions.

A *Reuter's* telegram from New York says the Dean. Onatavia Company, grain brokers, has filed a petition in bankruptcy.

To-day the present tramway services have been supplemented by extending the Causeway Bay Post Office service to the regular Whitty Street terminus.

OBITUARY.

INSPECTOR PETER ANGUS.

Succumbs in Hospital.

We deeply regret to have to chronicle the death of Inspector Peter Angus which took place at 3.30 yesterday morning at the Government Civil Hospital, after an illness lasting over two months. The deceased has been confined to hospital for practically a month suffering from internal trouble, and underwent an operation about two weeks ago. He was progressing quite favourably for a time, but this failed to continue and his condition gave rise to anxiety some days ago.

The late Inspector Angus, who was a native of Edinburgh, came to the Colony from the Glasgow police, and joined the local force on the January 25, 1897, at the age of 23 years. He was promoted to the rank of Lance Sergeant three years later and Sergeant in 1903. He was acting Second Class Inspector for one year from 1914, and after serving as Second Class Inspector from the following year, he was made Inspector in 1919. Two years later he was appointed Divisional Inspector of the Water Police Station, Timbhatui, and held that position until the time of his death.

The deceased, who was 51 years old, was an ardent worker and a valuable member of the Police Force.

Few residents of long standing were so widely respected and genuinely liked as was Inspector Angus. An officer with excellent qualifications, he was trusted by his superiors and highly thought of by all who had the pleasure of working under him. He was known as few people are known here, and will be widely mourned. The sympathy of the whole Colony will be extended to his widow and family. He leaves three sons and a daughter.

His death is all the more tragic by reason of the fact that he had arranged to go home next Spring. His years of pensionable service were complete a year ago, but for family reasons he decided to stay on a year longer and was keenly looking forward to retirement in the old country.

AVIATION.

THE KING'S CUP.

London, July 4.—Barnard won the King's Cup, completing today's circuit in eight hours seven minutes. He described conditions as splendid. Barnard won the Cup in 1922.—*Reuter*.

An alarm giving details of a supposed armed robbery caused the police last night to visit a house in Pottinger Street. On arrival it was found that a man had been endeavouring to steal by putting his hands between the bars of a window.

NOTICES.

NOTICE.

The Hongkong Sharebrokers' Association.

The June Settlement has been further postponed to the 14th instant.

By Order of the Committee,
J. W. KEW,
Secretary.
Hongkong, July 4, 1925.

HONGKONG STOCK EXCHANGE.

NOTICE.

NOTICE IS HEREBY GIVEN that the June Settlement will be held on Tuesday, the 14th day of July, 1925.

By Order of the Committee,
A. NISSIM,
Secretary.
Hongkong, July 4, 1925.

NOTICE.

THE SHARE & REAL ESTATE BROKERS' SOCIETY OF HONGKONG.

NOTICE IS HEREBY GIVEN that the postponed June Settlement will take place on Tuesday, 14th July.

By Order of the Committee,
M. FERNANDEZ,
Secretary.
Hongkong, 4th July, 1925.

NOTICE.

NOTICE IS HEREBY GIVEN that the interest and responsibility in our Firm of Mr. Charles Alexander Hooper ceased on the 30th June, 1925. Mr. George Gwinnett Noble Tinson has this day been admitted a partner in our Firm which will be carried on as heretofore under the style or firm name of Johnson Stokes & Master.

JOHNSON, STOKES & MASTER.
Hongkong, July 1, 1925.

NOTICE.

NOTICE IS HEREBY GIVEN that we have this day purchased the business and goodwill of the "Queen's Dispensary" which has been removed to No. 22, Des Voeux Road, (old P. & O. Building). All debts and liabilities incurred after the 30th June, 1925, will be met by us.

C. W. HANDLEY & CO.
Hongkong, June 30, 1925.

CONSIGNEE NOTICES.

N. Y. K. LINE.

(NIPPON YUSEN KAISHA.)

S.S. "SHIDZUOKA MARU"

From Seattle via Japan.

NOTICE IS HEREBY GIVEN to all consignees that the aforesaid steamer arrived at Kobe on the 22nd June last, but owing to the present strike conditions here, she terminated her voyage at Kobe; and all cargo on board for Hongkong and local outports via Hongkong were discharged at Kobe to be stored there until termination of the strikes, at the risk and expense of the shippers, consignees, and/or owners of the goods.

All concerned are requested to take necessary steps in the matter. No Insurance whatever for such landed cargo has been effected.

NIPPON YUSEN KAISHA.
Hongkong, July 6, 1925.

LOST—A bunch of KEYS, near Dairy Farm, Nathan Road, Kowloon. Finder please communicate with Box No. 1000, care of "Hongkong Telegraph."

TO LET—EUROPEAN FLATS, at Kowloon, with Modern Sanitation. Apply to Kayamally and Co., 3 and 5, D'Aguiar Street, Hongkong.

CAFE WISEMAN

For the convenience of our Happy Valley and Wanchai customers, we have appointed the following firm as our Agents for the sale of Bread, who will have fresh deliveries twice daily.

H.M. HAJEE ESMAIL,

No. 2, TIN LOK LANE.

Telephone No. 1802.

We are now discontinuing the sale of Bread at our Bakery in Burroughes Street.

LANE, CRAWFORD, LTD.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts | Health Sanctuaries, Night Glasses etc.
Kelyia Navigational Instruments | Stanley Drawing Instruments
Ross London Telescopes & Binoculars | Watt's Theodolites, Levels etc.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

THE NAVY'S CHOICE

Coates' ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

SPECIAL OFFER!

MORLEY'S

INDIA GAUZE VESTS

SIX for \$10.50

Made by Morleys from fine Egyptian cotton in three styles—all at the one price.

ATHLETIC SHAPE—No Sleeves No Buttons.

FRENCH NECK FROX—1/4 Sleeves No Buttons.

BUTTONED VEST—1/2 Sleeves, 3 Buttons.

SIX for \$10.50

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS

ALEXANDRA BUILDING.

DES VOEUX ROAD.

E. HING & CO.

SHIPBUILDING MATERIALS SHIP CHANDLERS & HARDWARE MERCHANTS.

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Fieldglasses, Photo-Lenses, Microscopes, Surveying Instruments, Refractometers, Medical and astronomical Instruments, which are obtainable in Hongkong from all leading stores or from the Agents:—

CARLOWITZ & CO., Bank of China Building.

Wm. Powell Ltd.
Telephone C. 3146.

20% discount off
LADIES SHOES

Commencing Saturday, July 4th.

SPECIAL
LADIES CHECK ZEPHYR OVERALLS
\$3.75 each

STRIKE

While the iron is hot, and let your purchases be home side products, whether food or clothing, and support British Industries and Stores.

BUSINESS

as usual during the present crisis.

Open from 8.30 a.m. to 5 p.m.

Closed for Tiffin 1 p.m. to 2 p.m.

Wm. Powell, Ltd.

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BY

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GOOD COOKERY

GAS in the KITCHEN

Means Punctual well
Cooked Meals and a
Contented Domestic Staff.

Hongkong & China Gas Co., Ltd.

AN ENDOWMENT INSURANCE POLICY

will enable your family to redeem the mortgage on your house if you die, and will enable you to pay it yourself if you live.

INSURE WITH

CHINA UNDERWRITERS, LTD.

All Classes of Life Insurance Business Transacted.

Tel. C. 1121.

Life Assurance Department,
St. George's Building, Hongkong.

NOTICE

We beg to advise our customers that we are well stocked in all lines of various French provisions. We have recently received large and well selected new stocks.

Come and select your menu from us

MAGASIN GENERAL

Phone 3812

The Corner Shop

Bonaparte Road

